

10/575257

Amendment under Article 34
10 APR 2006

4. Object of Amendment

Claims

5. Contents of Amendment

- (1) We have added a limitation to claim 1 that “the tread lugs are disposed such that long-pitches are interposed between middle-pitches and short-pitches, and long-pitches, i.e., portions where the interval of the tread lugs is largest, on one of the right and left areas correspond to short-pitches, i.e., portions where the interval of the tread lugs is smallest, on the other of the areas”.
- (2) We have added a limitation to claim 7 that “portions where the interval of the tread lugs is largest on one of the right and left areas correspond to portions where the interval of the tread lugs is smallest on the other of the areas”.
- (3) We have added a limitation to claim 15 that “long-pitches, i.e., portions where the interval of the tread lugs is largest, on one of the right and left areas correspond to short-pitches, i.e., portions where the interval of the tread lugs is smallest, on the other of the areas”.

6. List of Attached Documents

- (1) Page 6, 7 and 7/1 of the claims in the Japanese specification [corresponding to pages 10, 11, 12, 13 of the English translation]

CLAIMS

1. (amended) A tread pattern which provides improved traction with reduced vibration generation in which a contact patch is divided in the width direction thereof into right and left areas with respect to the traveling direction of the vehicle and each of the right and left areas is provided with tread lugs,

wherein long-, middle-, and short-pitches are provided in each of the right and left areas, the tread patterns of the right and left areas are asymmetrical to each other, and total areas of the contact patches of each of the right and left areas are substantially equal to each other; and the tread lugs are disposed such that long-pitches are interposed between middle-pitches and short-pitches, and long-pitches, i.e., portions where the interval of the tread lugs is largest, on one of the right and left areas correspond to short-pitches, i.e., portions where the interval of the tread lugs is smallest, on the other of the areas.

2. (deleted)

3. The tread pattern according to claim 1, wherein the tread lugs in the right and left areas of the tread are disposed so as not to substantially overlap one another in a cross-section along the width direction center of the tread.

4. The tread pattern according to claim 1, wherein the tread lugs are disposed such that long-pitches are interposed between middle-pitches and short-pitches, and the tread lugs disposed on one of the right and left areas of the tread are reversely pitched with respect to the tread lugs disposed on the other of the areas.

5. The tread pattern according to claim 1, wherein the short-pitched tread lugs are disposed with substantially no space defined therebetween.

6. The tread pattern according to claim 1, wherein each tread lug is angled by

about 30 degrees with respect to the width direction of the tread.

7. (amended) A tread pattern, comprising:

a contact patch which is divided in the width direction thereof into right and left areas with respect to the traveling direction of the vehicle; and

at least one tread lug disposed in each of the right and left areas of the contact patch at a certain angle with respect to the width direction of the tread,

wherein the pitches of the tread lugs in each of the right and left areas of the tread vary in the circumferential direction of the tread, and the tread lugs disposed in one of the right and left areas are offset in the circumferential direction of the tread with respect to the tread lugs in the other of the areas, and portions where the interval of the tread lugs is largest on one of the right and left areas correspond to portions where the interval of the tread lugs is smallest on the other of the areas.

8. The tread pattern according to claim 7, wherein total areas of the contact patches of each of the right and left areas of the tread are substantially equal to each other.

9. The tread pattern according to claim 7, wherein intervals between adjacent tread lugs in each of the right and left areas of the tread are selected from long-pitch, middle-pitch and short-pitch.

10. The tread pattern according to claim 9, wherein the tread lugs of the tread are disposed such that long-pitches are disposed between short-pitches with middle-pitches interposed between long pitches and short pitches, and such order is repeated along a circumferential direction of the tread.

11. The tread pattern according to claim 10, wherein the tread lugs disposed on one of the right and left areas of the tread are reversely pitched with respect to

the tread lugs disposed on the other of the areas.

12. The tread pattern according to claim 9, wherein the short-pitched tread lugs are disposed with substantially no space defined therebetween.

13. The tread pattern according to claim 7, wherein the tread lugs in the right and left areas of the tread are disposed so as not to substantially overlap one another in a cross-section along the width direction center of the tread.

14. The tread pattern according to claim 7, wherein each tread lug is angled by about 30 degrees with respect to the width direction of the tread.

15. (amended) The tread pattern, comprising:

- a contact patch divided in the width direction thereof into right and left areas with respect to the traveling direction of the vehicle; and

- a plurality of tread lugs provided on each of the right and left areas of the tread and angled by a predetermined angle with respect to the width direction of the tread, pitches of adjacent tread lugs being selected from long-pitch, middle-pitch and short-pitch,

- wherein the tread lugs of the tread are disposed such that long-pitches are disposed between short-pitches with middle-pitches interposed between long pitches and short pitches, and such order is repeated along a circumferential direction of the tread, and the tread lugs disposed in one of the right and left areas are offset in the circumferential direction of the tread with respect to the tread lugs in the other of the areas, and long-pitches, i.e., portions where the interval of the tread lugs is largest, on one of the right and left areas correspond to short-pitches, i.e., portions where the interval of the tread lugs is smallest, on the other of the areas.

16. The tread pattern according to claim 15, wherein total areas of the contact

patches of each of the right and left areas of the tread are substantially equal to each other.

17. The tread pattern according to claim 15, wherein the tread lugs disposed on one of the right and left areas of the tread are reversely pitched with respect to the tread lugs disposed on the other of the areas.

18. The tread pattern according to claim 15, wherein the tread lugs in the right and left areas of the tread are disposed so as not to substantially overlap one another in a cross-section along the width direction center of the tread.

19. The tread pattern according to claim 15, wherein each tread lug is angled by about 30 degrees with respect to the width direction of the tread.